SECTION: SPECIFICATION/ABSTRACT AMENDMENTS

Please amend the Specification and/or Abstract by entering the replacement paragraph or section, as follows, wherein added matter is underlined and deleted matter is ~~strikenthrough~~ or [[double bracketed]] in the text of the currently amended Apecification/Abstract, relative to the immediate prior version.

On page 8, beginning at line 1:

~~Figure 21 is a top view of the belt glide bed of the medical transport apparatus.~~

~~Figure 22 is a side view of the belt glide bed.~~

~~Figure 23 is an end view of the belt glide bed.~~

Figure ~~24~~ 21 is a bottom plan view of a portion of the medical transport apparatus embodiment of Figure 1.

Figure ~~25~~ 22 is a view of another portion of the apparatus embodiment of Figure ~~24~~ 21.

Figure ~~26~~ 23 is a view of another portion of the apparatus embodiment of Figure ~~25~~ 22.

Figure ~~27~~ 24 shows a portion of the drive mechanism of the apparatus embodiments of Figures ~~24-26~~ 21-23.

Figure ~~28~~ 25 shows an embodiment of motors of the drive mechanism of the apparatus.

Figures ~~29~~ 26 a and b show an embodiment of the control panel of the apparatus.

Figure ~~30~~ 27 is a schematic illustration of one embodiment of the control system of the apparatus.

On page 13, beginning at line 8:

The frame 11 comprises a pair of chassis sides 29 a and b, spacers 30 a-d, and a belt glide bed 31. The frame 11 primarily provides structural support to the remaining elements of the apparatus 10. Referring also to **Figures 15-18**, the chassis sides 29 are longitudinally disposed and have a predetermined configuration and length. The chassis side configuration includes straight sides forming an incline with radius ends. Referring also to **Figures 19 and 20**, the spacers 30 have a predetermined length and are laterally disposed and connect the chassis sides 29. The spacers 30 are disposed parallel to each other a predetermined distance apart from each other. Referring also to ~~**Figures 21-23**~~ **Figure 5**, belt glide bed 31 is shown. Preferably, the glide bed 31 is a unitary or one piece structure which is rigidly connected to the chassis sides 29, for example by welding or fabrication. Alternatively, the glide bed 31 may be constructed of plural pieces or may be connected to the chassis sides 29 by known fasteners. The gide bed 31 is preferably flat, but may have a contoured surface.

Also as shown in **Figures 5-8**, the upper and lower drive rollers 19 and 22, and hence the belts 12 and 13, are powered by a drive mechanism 25. Referring also to **Figures 13 and 14**, one embodiment of the drive mechanism 25 basically comprises a battery powered motor 35, a first belt 38, and a second belt 43. Motor 35 is preferably an aviation quality, high torque motor. An exemplary

motor is provided by Quantum of Minnesota, USA. Motor 35 has power shaft 36 which is connected to motor pulley 37. First belt 38 is communicatively connected to motor pulley 37 and to lower drive pulley 39. Lower drive pulley 39 is connected to and drives first gear 40. First gear 40 is communicatively connected to and drives second gear 42. Second belt 43 communicatively connects second gear 42 to third gear 44. Third gear 44 is communicatively connected to upper drive hub 45. Lower drive roller 22 is connected to lower drive hub 41 which is connected to first gear 40, which thus supplies ground transportation power to lower belt 13. Upper drive roller 19 is connected to upper drive hub 45, which thus supplies patient transportation power to upper belt 12. This drive mechanism 25 configuration permits synchronized powering of both the upper and lower belts 12 and 13 via the single motor 35. These drive mechanism 25 components are disposed internally, between the chassis sides 29 a and b of the frame 18. The drive mechanism components essentially define a transmission connecting the motor 35 to the upper and lower drive rollers 19 and 22.

Referring to **~~Figures 24-26~~** **Figures 21-23**, an alternative embodiment of the apparatus 110 is shown which has a substantially similar structure and function to the apparatus 10. Elements or aspects of apparatus 110 which have a structure or function substantially similar to elements or aspects of apparatus 10 have the same numerical designation except that is a one hundred series (100) number. In other words, for example, upper or top belt 112 in device 100 is substantially similar to top belt 12 of device 10.

Apparatus 110 has rigid, linear, lateral stabilizers 160. Referring also to **~~Figures 27 and 28~~** **Figures 24 and 25**, drive mechanism 125 includes a battery system 164, a control circuit 165, a high torque motor 135 and a gear box 166 connected to the motor 135, both of which are covered by housing cover 170. The gear box 166 is preferably a planetary-type gear box which is connected to the motor 135 and converts the motor drive speed to a prefered drive speed of approximately 10 RPM.

Gear box 166 has a drive shaft/sprocket set 171a. Shaft/sprocket set 171b is driven by drive shaft/sprocket set 171a via a pair of gears (not shown) connected to shafts171a and b and an intermediary gear (not shown). Drive shaft sprocket/shaft set 171a is communicatively connected to roller sprocket/shaft combination 172a (coupled to lower drive roller 122) via drive chain 173a. Shaft/sprocket set 171b is coupled to roller sprocket/shaft combination 172b (coupled to upper drive roller 119) via drive chain 173b. This permits synchronized driving of the lower and upper belts 113 and 112. Alternatively, plural motors may be used or the belts may be driven at different speeds.

~~Figures 29~~ Figures 26 a and b show control panel 180 comprising an on/off switch 181, an actuation control lever 182 and a battery recharger receptacle 183. On/off switch 181 preferably has a built in indicator light. Actuation control lever 182 is rotatable in forward and reverse directions corresponding to forward and reverse directions for the apparatus. Lever 182 preferably automatically returns to a neutral position when released by the user. Preferably, the control system has a lag period of a predetermined time, most preferably approximately 5 seconds, whereby when the user moves the lever the system powers up from 0 speed to the predetermined maximum speed (for example 0.133 feet per second) over the lag period. Acceleration is preferably substantially linear. Also, when the lever is released by the user, the system slowly powers down from the normal travel speed to a stop. This smooths transitions and loading, prevents sudden stops, and minimizes trauma. Preferably, the system can be suddenly stopped in an emergency by moving the lever from one direction to the opposite direction. **Figure ~~30~~ 27** is a schematic illustration of one embodiment of control circuitry of the apparatus 10.